

465 Series Single Shock Supplement for BMW F700GS (with Remote Adjustable Pre-Load)

Please read these instructions completely before starting!

Shouldered sleeves with O-rings should already be installed in both the upper & lower shock eyes. If not, insert sleeves with O-rings in the eye(s) (see figure 1).

Check the orientation of the adjuster on the shock body - looking at the top of the shock, it should be 170 degrees (counter-clockwise) from the nitrogen port to the hydraulic line port on the adjuster (see figure 2). If it is not properly oriented, you will need to reposition it. To do this, hold the upper shock eye securely in a vice and carefully rotate the Remote Adjustable Pre-Load adjuster the desired direction. This may be somewhat difficult due to spring tension, and may require slight loosening of the locking ring. Also, the spring, shaft, and lower mount may rotate while repositioning the adjuster. This is OK, just be sure to realign it with the upper mount (also be sure the rebound adjuster on the lower mount is properly oriented as noted below).

Mount the shock as you would your stock shock per your authorized shop manual noting the following:

- Remove the Remote Adjustable Pre-Load adjuster knob by removing the screw located in the center of the knob, then pull it straight off (figure 3).
- As you mount the shock, feed the Remote Adjustable Pre-Load adjuster through the opening behind and just above the clutch cover located on the left side of the bike (figure 4&5). Do not loosen or attempt to rotate the line between the shock and the adjuster.
- Reinstall the adjuster knob by first applying a thread-locking agent to the screw, then torque the screw to 50 in/lbs. (5.65 N-m).
- Make sure the shock rebound adjustment is at the bottom facing the rear of the motorcycle and the non-adjustable nitrogen port is facing back.
- Tighten shock bolts to the proper torque specifications (refer to your manual).
- Mount the adjuster to the supplied mounting bracket using the supplied M6-1.0X8mm SHCS fasteners and torque them to 80-90 in/lbs (9-10 N-m). Then mount the bracket to the bike using the stock two engine cover bolts (figure 6).
- Using the supplied zip-ties, secure the hydraulic line away from any moving parts or heat sources.

To adjust the ride height, simply turn the adjuster knob clockwise (looking at it from the front of the bike) to increase the height and counterclockwise to reduce it. See main instructions for procedure of achieving optimum ride height.

Caution: With the adjuster in the lightest/lowest setting (all the way counterclockwise) the installed spring length must never be set shorter than 182mm (7.17") for 465-5039, and 176mm (6.93") for 465-5040, otherwise shock damage may occur.

